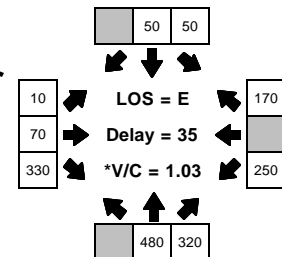
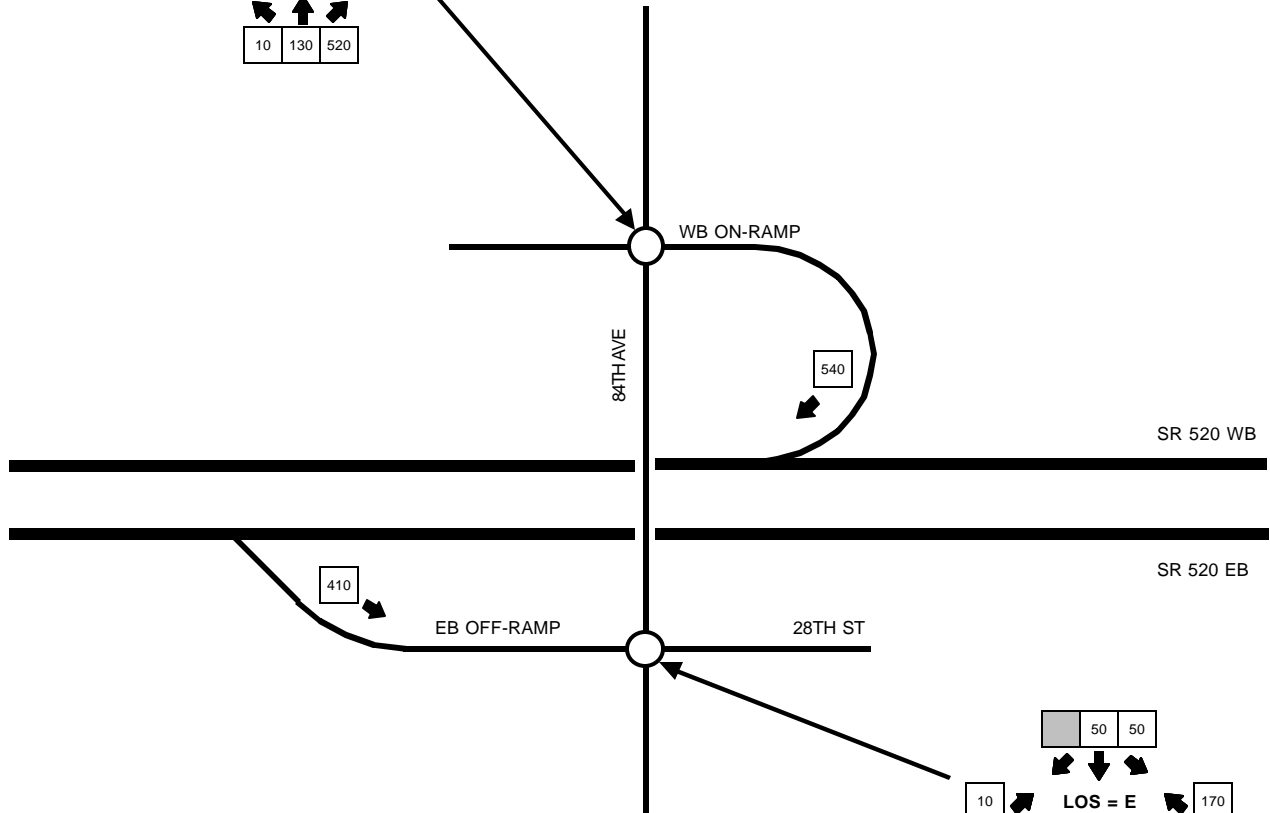


NOT TO SCALE



LEGEND

- Study Signalized Intersection
- Study Unsignalized Intersection
- 100 Movement Volume
- ↗ Directional Movement Only
- Movement Does Not Exist
- *V/C Intersection's Maximum V/C Ratio



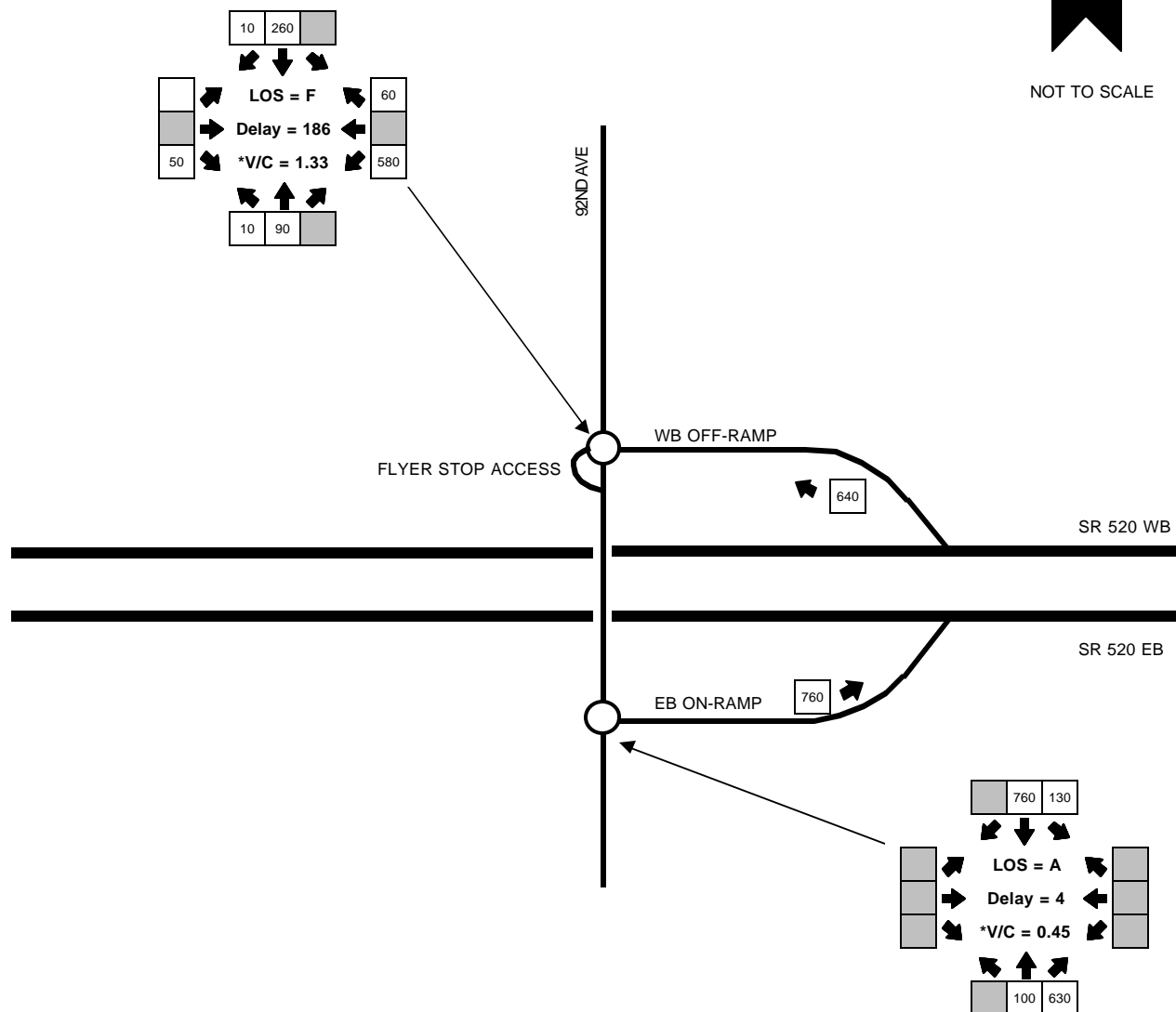
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FIGURE 6e
84TH AVE INTERCHANGE
2030 6 LANE - AM PEAK



NOT TO SCALE



LEGEND

- Study Signalized Intersection
- Study Unsignalized Intersection
- 100 Movement Volume
- ↗ Directional Movement Only
- Movement Does Not Exist
- *V/C Intersection's Maximum V/C Ratio



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FIGURE 7e
92ND AVE INTERCHANGE
2030 6 LANE - AM PEAK

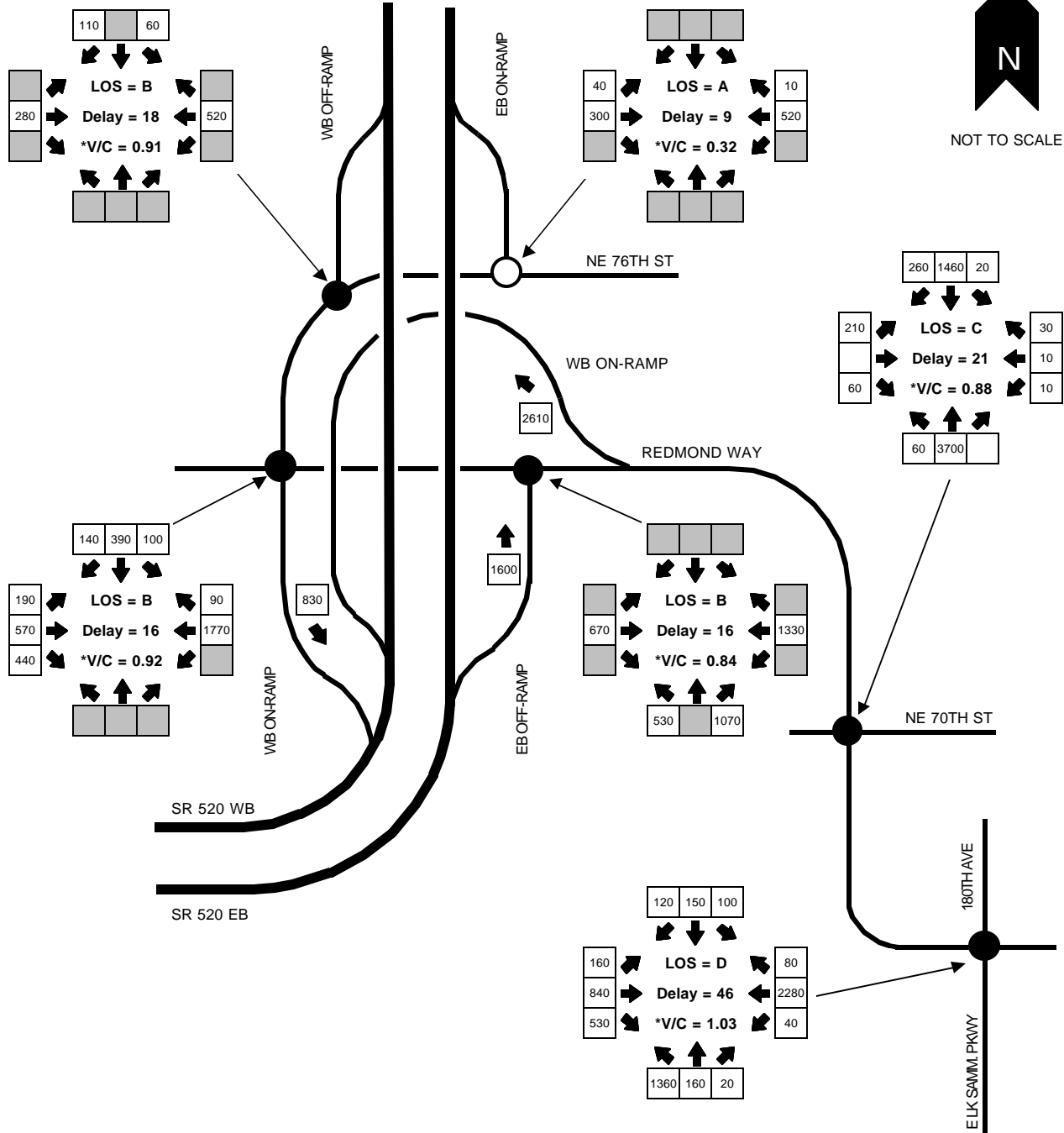


FIGURE 13e
REDMOND WAY INTERCHANGE
2030 6 LANE - AM PEAK

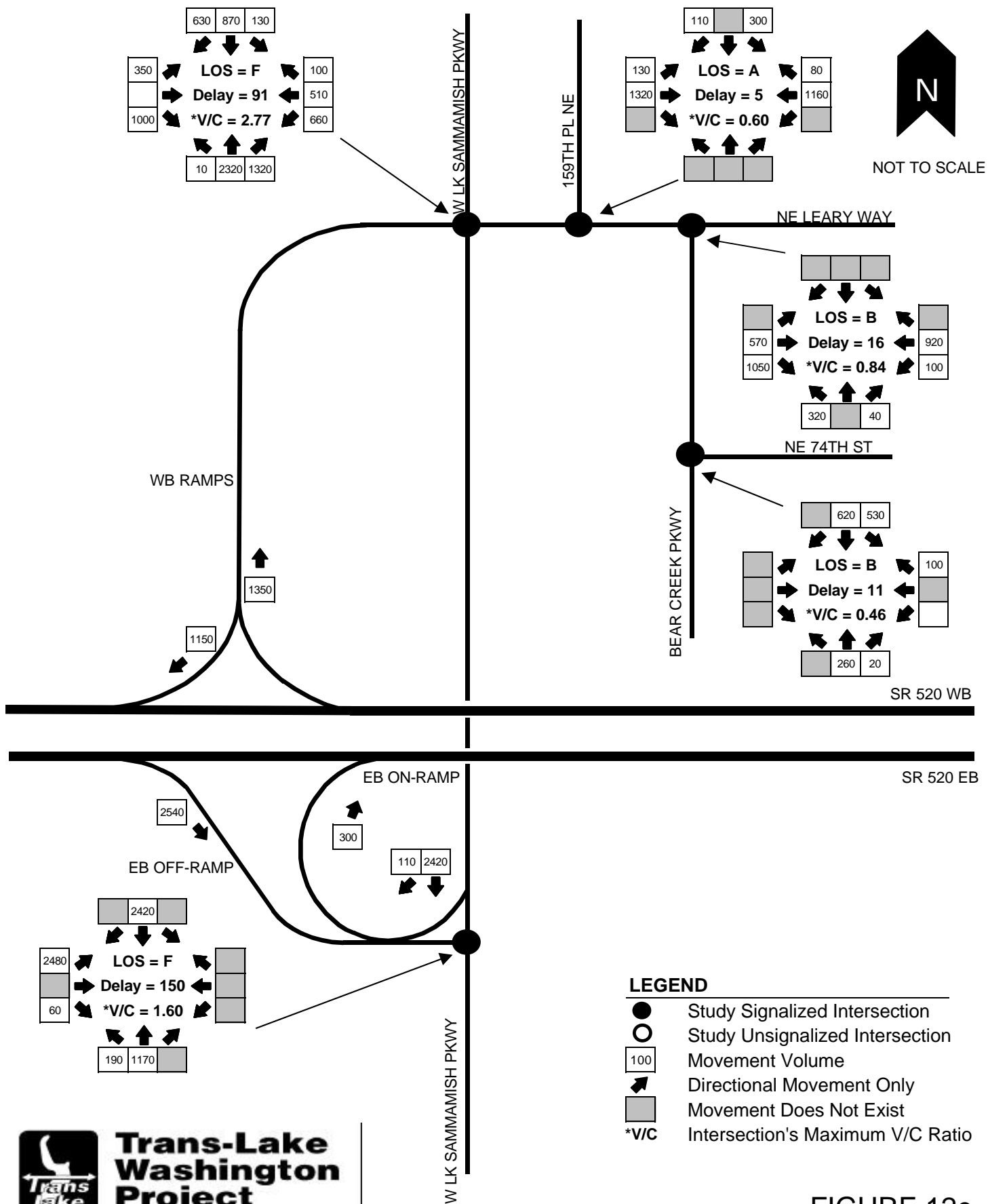
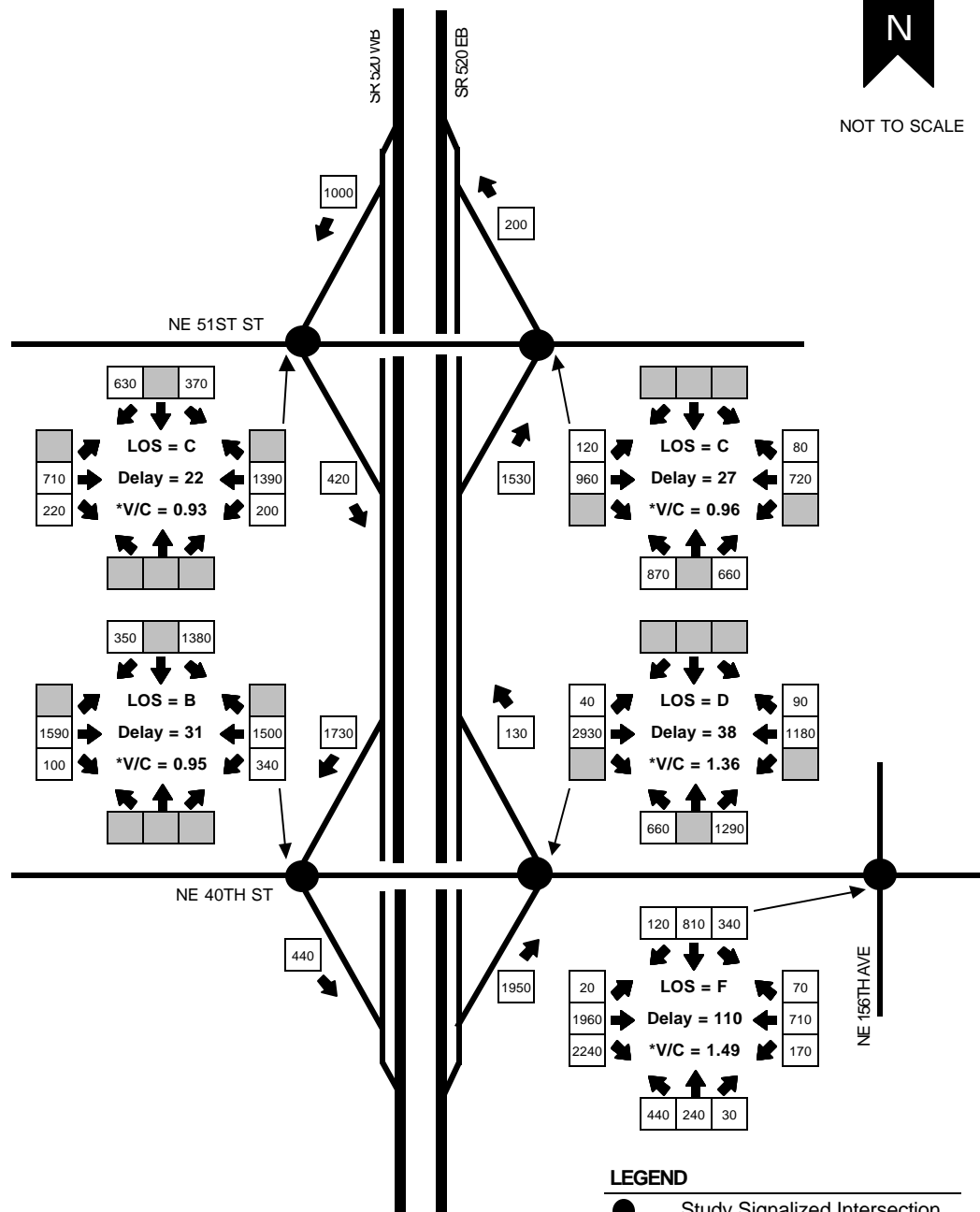


FIGURE 12e
W LK SAMMAMISH INTERCHANGE
2030 6 LANE - AM PEAK



NOT TO SCALE



LEGEND

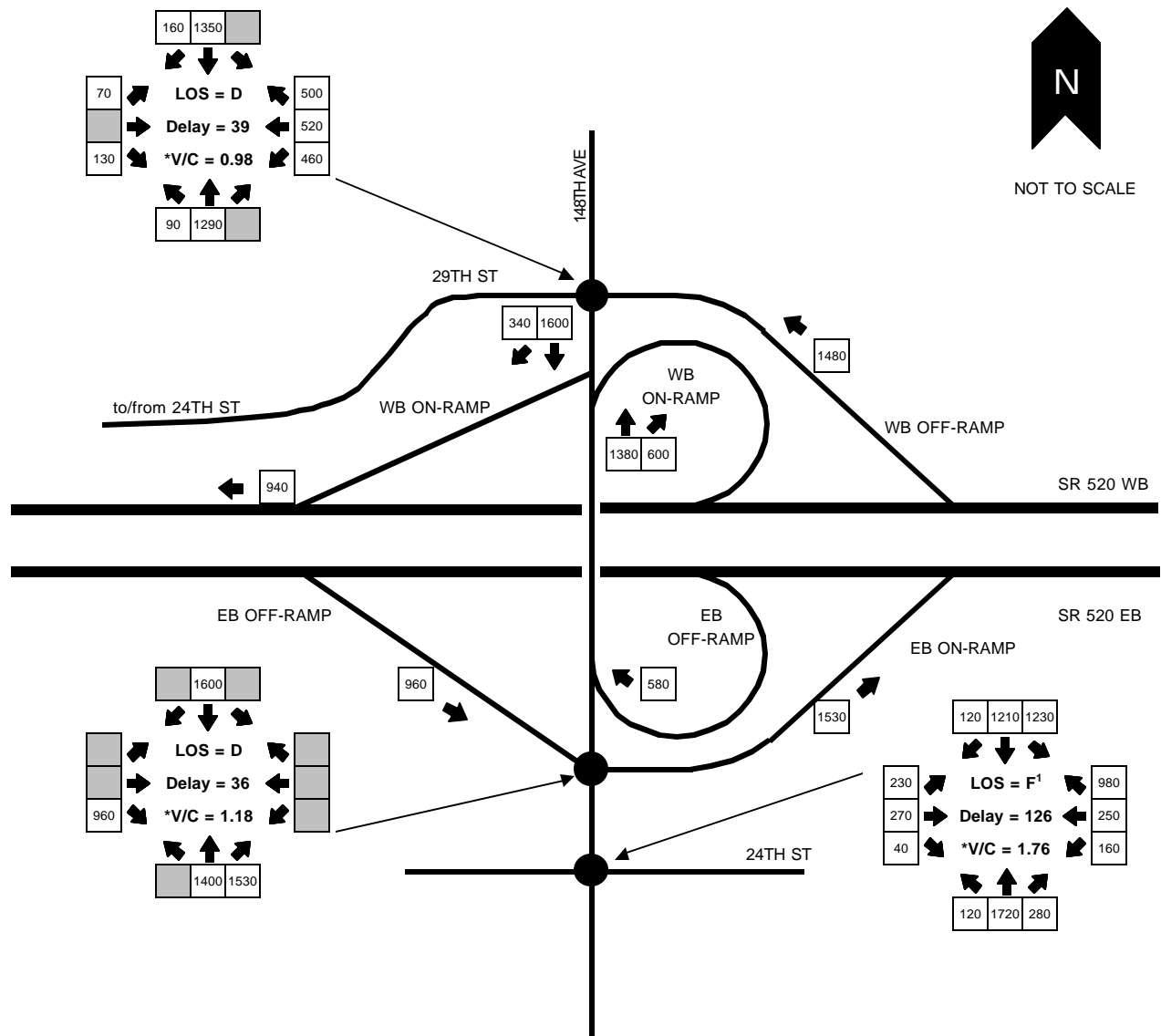
- Study Signalized Intersection
- Study Unsignalized Intersection
- 100 Movement Volume
- ➔ Directional Movement Only
- Movement Does Not Exist
- *V/C Intersection's Maximum V/C Ratio



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FIGURE 11e
40TH AND 51ST ST INTERCHANGES
2030 6 LANE - AM PEAK



NOTE:

¹Heavy SBL and WBR movements, the intersection requires triple SBL and a free WBR in order to mitigate the LOS to 2030 No-action.



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LEGEND

- Study Signalized Intersection
- Study Unsignalized Intersection
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- *V/C Intersection's Maximum V/C Ratio

FIGURE 10e
148TH AVE INTERCHANGE
2030 6 LANE - AM PEAK

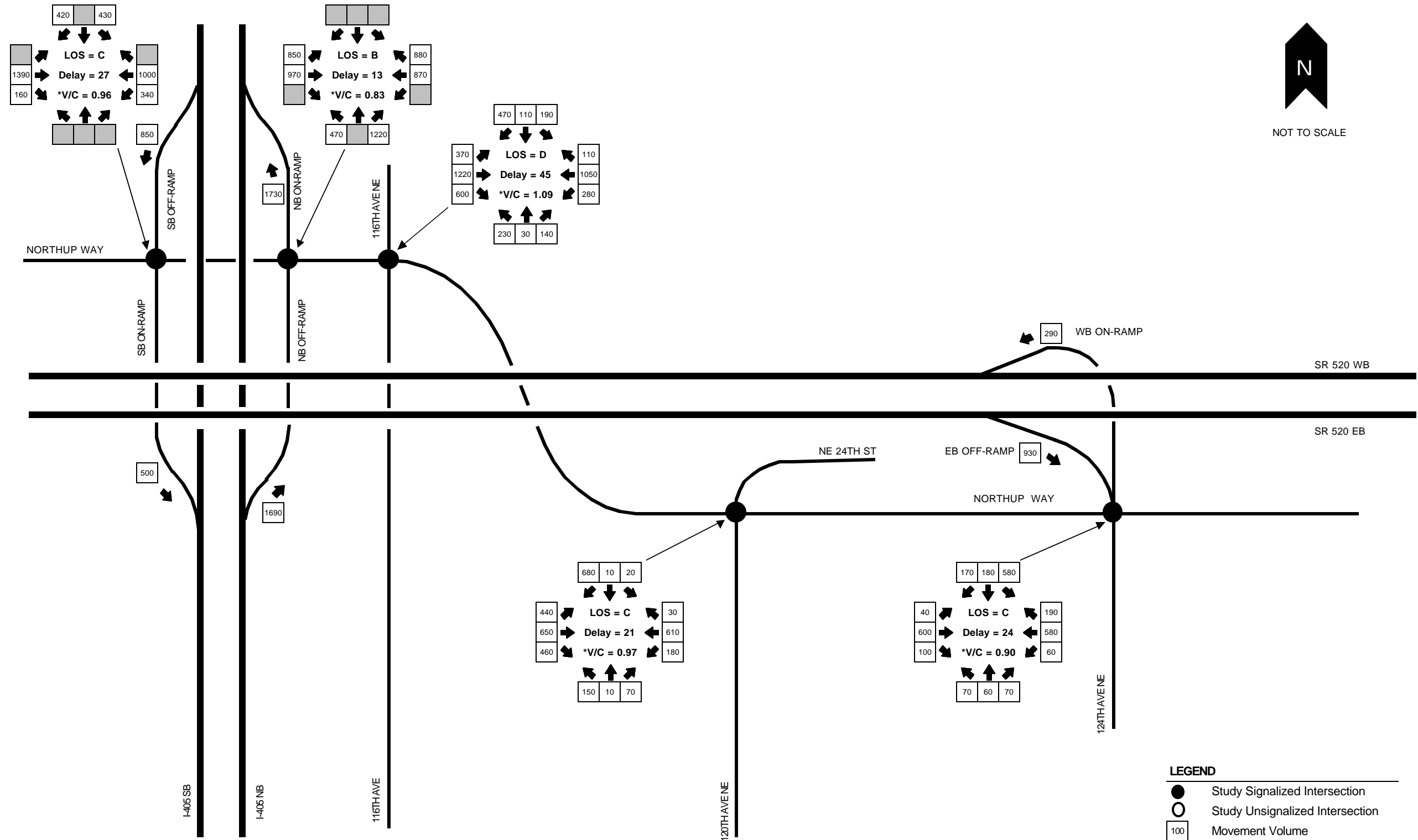


FIGURE 9e
 I-405/124TH AVE INTERCHANGE
 2030 6 LANE - AM PEAK

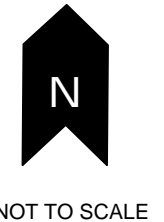
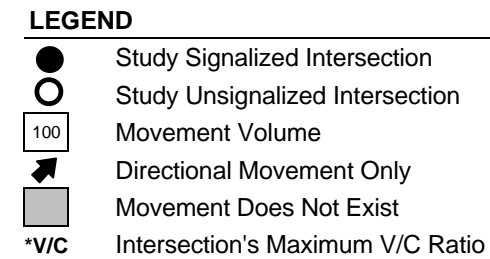
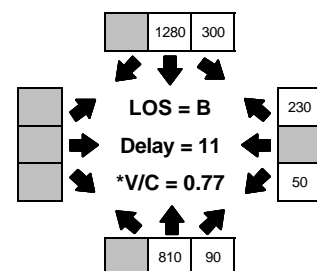
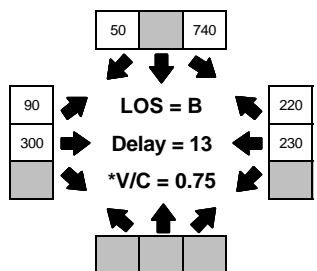
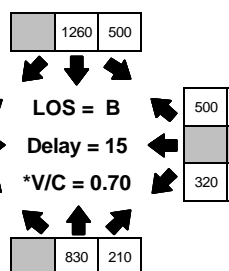
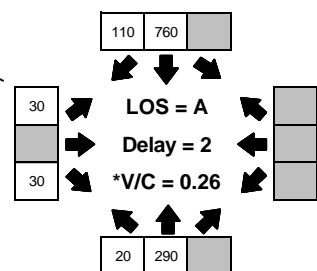
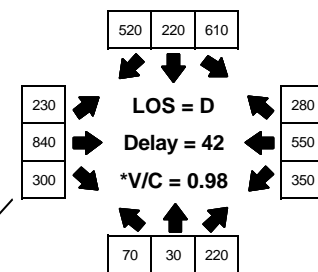
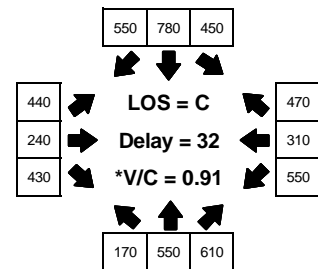
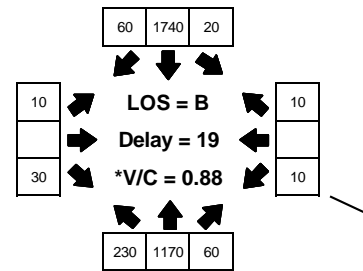
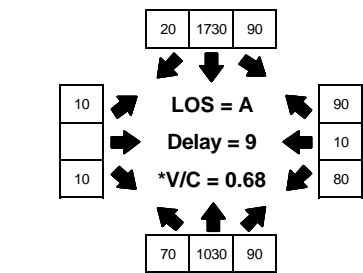
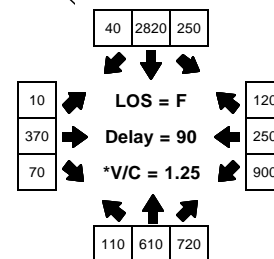
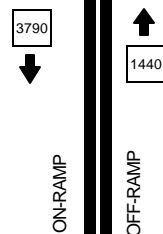
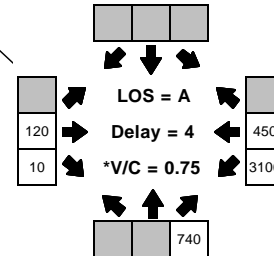
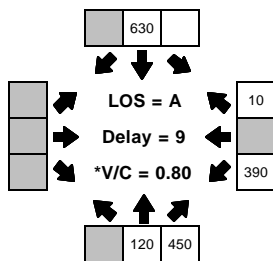


FIGURE 8e
BELLEVUE WAY & 108TH AVE INTERCHANGES
2030 6 LANE - AM PEAK



NOTES:

1. HOV volume removed due to direct access ramps.



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- ↔ Directional Movement Only
- Movement Does Not Exist
- *V/C Intersection's Maximum V/C Ratio

FIGURE 14e
AVONDALE WAY INTERCHANGE
2030 6 LANE - AM PEAK